

state temperature described in § 153.371(b).

(b) The alarm must give an audible and visual signal on the bridge and at the cargo control station.

(c) The cargo pressure or temperature alarm must be independent of other cargo pressure or temperature sensing arrangements.

§ 153.440 Cargo temperature sensors.

(a) Except as prescribed in paragraph (c) of this section, when Table 1 refers to this section, the containment system must meet the following requirements:

(1) A heated or refrigerated cargo tank must have a remote reading thermometer sensing the temperature of the cargo at the bottom of the tank.

(2) A refrigerated tank must have a remote reading second thermometer near the top of the tank and below the maximum liquid level allowed by § 153.981.

(3) Unless waived under § 153.491(a), a cargo tank endorsed to carry a Category A, B, or C NLS cargo must have a thermometer whose temperature reading is no greater than the temperature of the cargo at a level above the tank bottom at least one-eighth but no more than one-half the height of the tank if the cargo is—

(i) A Category A NLS or a Category B NLS having a viscosity of at least 25 mPa.s at 20 °C;

(ii) A Category C NLS having a viscosity of at least 60 mPa.s at 20 °C; or

(iii) A Category A, B, or C NLS that has a melting point greater than 0 °C.

(b) A readout for each remote thermometer required by this section must be at the point where cargo transfer is controlled.

(c) A portable thermometer may be substituted for the equipment required in paragraphs (a) and (b) of this section if—

(1) Table 1 allows open gauging with the cargo; or

(2) Table 1 allows restricted gauging with the cargo, and the portable thermometer is designed to be used

through the containment system's restricted gauging system.

[CGD 78-128, 47 FR 21209, May 17, 1982, as amended by CGD 81-101, 52 FR 7781, Mar. 12, 1987; CGD 81-101, 53 FR 28974, Aug. 1, 1988 and 54 FR 12629, Mar. 28, 1989]

SPECIAL REQUIREMENTS FOR
FLAMMABLE OR COMBUSTIBLE CARGOES

§ 153.460 Fire protection systems.

Each self-propelled ship and each manned non-self-propelled ship must meet the following:

(a) With the exception of the vent riser, each part of a cargo containment system exposed on the weatherdeck must be covered by the fire protection system listed beside the cargo in Table 1 and described in the footnotes to Table 1.

(b) The Commandant (G-MSO) approves the substitution of a dry chemical (D) type fire protection system for an A or B type on a case by case basis.

(c) A fire protection system required by this part must meet part 34 of this chapter or be specifically approved by the Commandant (G-MSO).

[CGD 73-96, 42 FR 49027, Sept. 26, 1977, as amended by CGD 82-063b, 48 FR 4782, Feb. 3, 1983; CGD 81-101, 52 FR 7781, Mar. 12, 1987]

§ 153.461 Electrical bonding of independent tanks.

An independent metallic cargo tank that carries a flammable or combustible cargo must be electrically bonded to the tankship's hull.

§ 153.462 Static discharges from inert gas systems.

An inert gas system on a tank that carries a flammable or combustible cargo must not create static arcing as the inert gas is injected into the tank.

§ 153.463 Vent system discharges.

The discharge of a venting system must be at least 10 m (approx. 32.8 ft) from an ignition source if:

(a) The cargo tank is endorsed to carry a flammable or combustible cargo; and

(b) Table 1 requires the cargo to have a PV venting system.